

KCIA *Flight Tracks*

A King County International Airport / Boeing Field Newsletter

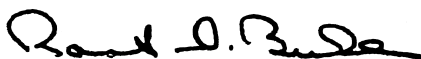
Winter 2003

KCIA Newsletter *Flight Tracks* Takes Off

King County International Airport is proud to publish its first issue of KCIA *Flight Tracks*, created as a means of keeping tenants, pilots and communities up to date on current airport projects and programs. The newsletter will be produced on a quarterly basis by the KCIA Airport Operations and Compliance section.

Available to you in both electronic and paper format, newsletter articles will cover a broad range of airport news from airport operations to special events. It will be distributed via e-mail, web site and/or postal mail.

Enjoy the newsletter. Send us your comments and suggestions. Share with us airport-related news stories. Above all, let's stay in touch.



Robert I. Burke, AAE
Airport Director
King County International Airport/Boeing Field

KCIA Making Noise Over Fly Quiet Program—Good Noise!

"Fly Quiet" is a term often used around airports to encourage and remind pilots to be noise sensitive when flying over neighborhoods and other noise sensitive areas surrounding airports. KCIA is taking that term a step further and will be launching the official Fly Quiet Program in early 2004. This FAA recommended and community supported program will target all airport users from the private pilot flying a Cessna 152 to the cargo carrier flying a Boeing 767.

The following are the initial goals of the Fly Quiet Program:

- 1) Pilot awareness of flight patterns creating noise issues within noise sensitive communities.
- 2) Accountability from KCIA to report flight patterns and noise incidents deviating from Fly Quiet flight procedures
- 3) Access to KCIA pilot and program information describing preferred flight patterns and procedures.
- 4) Community outreach to pilots, airport tenants and other airports.

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Questions or Comments?

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Noise Incidents Reported to KCIA

(by Year and Community)

Year	Beacon Hill	George-town	Kent	Magnolia	Renton	Tukwila	West Seattle	Other	KCIA Total
2001	91	708	10	532	263	56	123	767	2,550
2002	53	318	15	362	133	74	455	728	2,138
2003*	36	274	7	220	26	48	176	242	1,029
% Total	3%	27%	1%	21%	3%	5%	17%	23%	100%

*January - August 2003

About KCIA Flight Tracks

KCIA Flight Tracks is a quarterly publication produced by the Airport Operations & Compliance section with direct oversight by Airport Director, Robert I. Burke, AAE. The intent of this newsletter is to update airport users, tenants and surrounding communities on the progress of various airport improvements and programs.

If you have questions or would like to suggest future articles , please contact:

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206-296-7332

If you prefer to receive KCIA Flight Tracks via e-mail or know of others who would enjoy this publication, please forward information to: jamie.runyan@metrokc.gov or call and leave a message on the Noise Information Line at 206-205-5242

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FAR Part 150 Study Opened Door for Fly Quiet Program

In June of 1999, KCIA initiated a Federal Aviation Regulation (FAR) Part 150 Study to address noise impacts by looking at operational changes and land use compatibility.

The study was funded by a grant from the FAA, and Airport staff coordinated it with assistance from a team of project consultants. The study team was augmented by a volunteer Study Advisory Committee (SAC), which was comprised of Airport Roundtable members and representatives of other regional aviation and planning-related agencies.

The SAC completed its work in January 2002, and a final report summarizing the

Committee's recommendations was prepared. This report has since been approved by the King County Executive Council and the Airport is now waiting for FAA approval.

One of the recommendations of this SAC report was to develop and implement a noise abatement program; therefore, the Fly Quiet Program was created.

The intent of the Fly Quiet Program is pilot education and community outreach to educate local and transient pilots on flying quietly yet safely over noise sensitive communities.

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KCIA Making Noise Over Fly Quiet Program—Good Noise!

There are three primary features of the Fly Quiet Program:

1. Operator Education Program
2. Pilot Incentives Program
3. Upgraded equipment to improve noise monitoring and flight tracking capabilities.

King County International Airport staff has initiated development of these program elements in detail.

As described in the article, Aircraft Operator Education Program (page 3), the

purpose of this program is education and outreach to airport users.

The emphasis of the Pilot Incentives Program is to publicly recognize pilots and companies that comply with Fly Quiet flight procedures and noise abatement program objectives.

Lastly, the Noise Office is upgrading internal equipment to more accurately identify those who do and do not follow recommended Fly Quiet procedures.

Noise Information Line!
206-205-5242

*Report Noise Incidents
via e-mail!*
KCIANOISE@metrokc.gov

Update on the Sound Insulation Program

One of the key recommendations included in the Part 150 Study is a sound insulation program for single-family residences and eligible schools located in the 65-70 decibel level noise “maps” for KCIA. KCIA and the Federal Aviation Administration (FAA) share the costs of the sound insulation program on a 10% KCIA /90% FAA basis.

Discussions between KCIA’s property manager and representatives from the Seattle School District’s Facilities, Development, Planning and Construction Division about sound insulating Cleveland High School have occurred in order to facilitate simultaneous installation of sound insulation during the planned remodeling of the high school.

One of KCIA’s portable noise monitors has been collecting noise data at this site for several months so that a history of noise exposure is available to contractors working to improve noise levels at Cleveland High School which is located on Beacon Hill.

The purpose of noise insulation projects is to reduce the adverse impact of airport-related noise on residents living within a consistent 65 dB radius of KCIA.

Sound insulation programs are not intended to compensate owners for inadequate maintenance, to bring nonconforming structures up to building code standards, or to improve the attractiveness of a building.

The design objective in a residential noise insulation project is to achieve a reduction from a 65-70 dB exterior noise level. In order to reduce noise to an interior 45 decibel level—a 20 dB reduction from the lowest eligible decibel area (65 dB) of the FAA-approved noise maps—upgrades to windows, doors, and/or ventilating systems may be required.

A database of names has been developed so that all interested parties will be contacted when the program is launched.

Aircraft Operator Education Program

The most crucial component of the Fly Quiet Program is aircraft operator education. To ensure program success and reach aircraft operators, the KCIA Noise Office will distribute and communicate Fly Quiet procedures and policies via newsletters, e-mail, the KCIA web site and a new pilot brochure.

This education material will be supplemented with other administrative improvements, which includes upgrading KCIA’s flight tracking and noise monitoring equipment and procedures, to achieve voluntary pilot compliance and accountability.

Another critical component of the Fly Quiet Program is the Pilot Resource Working Group. This group is comprised of representatives from BFI ATC, flight schools, commercial and passenger service carriers and general aviation pilots.

Since November, this group has been working diligently with the Noise Office to create a revised and expanded Fly Quiet Pilot Brochure. It will provide pilots with recommended fly quiet procedures along with other important airport information such as frequencies and runway information.